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Miscellany,
1915-1973

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The National
Cyclopedia of
American Biography,
Bates entry,
1972-1973

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The National Cyclopedia of American Biography



James T. White & Company, Publishers
331 Madison Avenue, New York, N. Y. 10017

November 15, 1971

Rear Admiral Richard W. Bates
12 Mount Vernon Street
Newport, Rhode Island

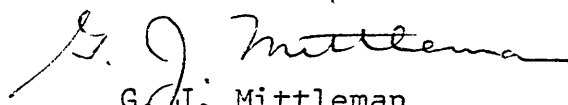
Dear Admiral Bates:

Unfortunately my stay in your community ended without my having been able to reach you by phone. Since it is my responsibility to complete your biography, I will contact you again on my next visit to this area. I hope to meet with you at that time to discuss the manuscript.

To facilitate the planning of my schedule, may I have your telephone number and a suggestion as to the best time of day to reach you.

Your cooperation will be appreciated.

Sincerely yours,


G. J. Mittleman
Associate Editor

GJM:ms

Published since 1888

The National Cyclopedia of American Biography



Editorial Offices
1700 State Highway Three
Clifton, New Jersey 07013

August 1, 1972

Rear Admiral Richard W. Bates
12 Mt. Vernon Street
Newport, Rhode Island

Dear Rear Admiral Bates:

Thank you for your cooperation in helping Mr. G. J. Mittleman to complete your biography for publication in this Cyclopedia. We are grateful also for your authorizing a portrait to accompany your biography.

We have received the photograph from which the photoengraved portrait plate will be prepared. The cost for this style of portrait is \$525.00 and, in accordance with your arrangement with Mr. Steele, we are enclosing our invoice.

Please be assured that the original photograph you loaned us will be returned to you as soon as the engraver has finished his work and that you will receive two complimentary prints. You will also have an opportunity to review a copy of the article before publication.

Your assistance in ensuring a worthwhile biography of yourself and the interest you have shown in this valuable reference work are greatly appreciated.

Sincerely yours,

JAMES T. WHITE & COMPANY

William H. White
William H. White

WHW:ms

JAMES T. WHITE & COMPANY, Publishers

1700 State Highway Three, Clifton, N. J. 07013

August 1, 1972

Rear Admiral Richard W. Bates

12 Mt. Vernon Street

Newport, Rhode Island

SUBJECT: REAR ADMIRAL RICHARD WALLER BATES

PORTRAIT: Photoengraved

**FOR THE PREPARATION AND PUBLICATION OF THE ABOVE
PORTRAIT IN THE NATIONAL CYCLOPEDIA OF AMERICAN
BIOGRAPHY.....**

\$525 00

pd. by CK # 5824 - 31 Aug 73

TPC-107 **MAKE REMITTANCE TO THE ORDER OF JAMES T. WHITE & COMPANY**

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The National Cyclopedia of American Biography



Editorial Offices
1700 State Highway Three
Clifton, New Jersey 07013

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May 8, 1973

Richard W. Bates
Rear Admiral, U.S. Navy (Ret.)
President
Naval War College Foundation, Inc.
U. S. Naval War College
Newport, Rhode Island 02840

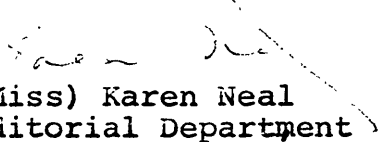
Dear Admiral Bates:

This will acknowledge your recent letter concerning your biography which is scheduled for inclusion in this Cyclopedia.

In answer to your query, your biography has been assigned to one of our editors for preparation of a revised typescript. This revision will be submitted to you for your review and comment within the next few weeks. When you have returned it to us with your notations of any necessary additions and/or corrections, it will be edited and sent to the printer to be set in type. When they are available, I will be happy to send to you for a final review copies of our galley proof of the biography.

Please be assured your continued interest and cooperation are most appreciated. If you have any questions, or if I can be of any service, please let me know.

Sincerely yours,


(Miss) Karen Neal
Editorial Department

KN:me

Published since 1888 by JAMES T. WHITE & COMPANY

31 August 1973

Dear Mr. McGill:

I am returning herewith all necessary papers relating to my biography. I am sorry that I am late with it, but I told Miss Neal of your editorial department about my illness and she seemed to understand.

I have redone the biography, to a degree, adding pertinent additions where they seemed necessary. I used your biography whenever I could and found it most helpful, even though there were some basic mistakes in it. (For example, I was Chief of Staff of Batron 1 not Batron 2.)

The photo engraving I find to be excellent. In fact, my friends want copies, but since I have only two, I am sitting tight. May I ask what has happened to my original in color from which these photo-engravings were made?

The enclosed check for \$525.00 is in payment of my indebtedness as shown by the enclosed charge.

Sincerely yours,

Richard W. Bates
Rear Admiral, U.S. Navy (Ret.)

Mr. Raymond D. McGill
Editor-in-Chief
James T. White & Company
1700 State Highway Three
Clifton, New Jersey 07013

RWB/vjh

Enclosures

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BATES, Richard Waller, naval officer, was born in San Francisco, California, January 16, 1892, son of Henry Lesley Alexander and Rebecca Helen (Rixon) Bates. His father, a general insurance agent, came to this country from England in 1880 and settled in Billings, Montana, two years later. Richard W. Bates, his third son, received his early education at public schools in Alameda, California but did his high school work in Hitchcock Military Academy, San Rafael, California. He graduated in 1915 from the

United States Naval Academy at Annapolis where he received the Bachelor of Science degree and was commissioned an ensign in the U.S. Navy. He advanced through the grades to the rank of Commodore in 1945. In 1949 he was retired for physical disability incident to war and promoted to the rank of Rear Admiral. Later in 1949 he was recalled to active duty with the rank of Commodore, continuing in that rank until his final retirement in 1958.

After his graduation at the Naval Academy in 1915, Admiral Bates served in the Battleship OHIO where he was in the first battleship division to pass through the Panama Canal. On arrival in San Francisco Bay he was transferred to the armored cruiser MARYLAND and sailed immediately to Honolulu, Territory of Hawaii to endeavor to rescue the sunken submarine F4. He remained in the MARYLAND until early 1916, when he was assigned to the gunboat YORKTOWN, which patrolled the western coast of Mexico and Central America during the early years of the First World War. In 1917 he was transferred to the cruiser CINCINNATI in San Diego, and in 1918, in Rio de Janeiro, he was advanced to Executive Officer, a promotion well ahead of his time. The CINCINNATI was then operating off the eastern coast of South America and in the South Atlantic Ocean against German submarines. He remained in that ship until 1919, serving part of the period as a gunnery instructor for the Cuban Navy, where he was temporarily attached to the Cuban gunboat CUBA. When the CINCINNATI was put out of commission in New Orleans in 1919, he became Executive Officer of the destroyer SPROSTON, then building at the Union Iron Works, San Francisco, California, remaining in that post about one year

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after which he was selected to take a post-graduate course in Engineering. In 1920-21 he took a refresher training course at the U.S. Naval Postgraduate School, then located at Annapolis, Maryland, after which he studied electric propulsion of ships at Columbia University, receiving a Master of Science degree. He continued his instruction at the General Electric plant in Schenectady, New York, and later at the Westinghouse plant in East Pittsburgh, Pennsylvania. He completed his course in the summer of 1922, when he became electrical officer of the new battleship MARYLAND, a post he held for three years.

In 1925 he joined the staff of the Naval Postgraduate School in Annapolis as Assistant for Engineering (equivalent to a Dean), continuing in that capacity until 1927, when he became Engineer Officer of the light cruiser RICHMOND which was on the Asiatic Station. The RICHMOND participated in the Yangtze River operations in 1927-28 and in operations at Manila, Philippine Islands, after which she was transferred to the Atlantic Fleet where she operated with that Fleet. Admiral Bates remained in the RICHMOND until 1930 when he was transferred to Hawaii. For the next two years he served variously as Officer in Charge of the Branch Hydrographic Office in Honolulu, Territory of Hawaii; Commander of the old Naval Station in Honolulu; Aide in Honolulu to the Commandant, Fourteenth Naval District; Permanent Senior Patrol Officer in Honolulu, and was connected with the U.S. Naval Reserve there. Returning to sea duty, he commanded the destroyer BUCHANAN in 1932-33, as a Lieutenant Commander, after

which he became temporary Commanding Officer of the oil tanker RAMAPO, an assignment also well ahead of his time, and took her to Chofoo and Shanghai, China where she received a new Commanding Officer. He then became temporary Executive Officer of the RAMAPO, until 1934, when he was detached and ordered to command the destroyer LONG in the Pacific Fleet. He remained in that command for one year, after which he was ordered to shore duty in the Navy Department, Washington, D. C. Here he was attached to the Bureau of Engineering for the next three years, simultaneously serving as War Plans Officer, Officer in Charge of Security, and Officer in Charge of Publications. In the latter capacity he produced both the Engineering Bulletin and Engineering Shop Notes and produced and edited many chapters of the Bureau of Engineering Manual. As a result of his successes, he was advised in 1938 that, possibly with several other Commanders, he had been nominated to be Chief of the Bureau of Engineering with the rank of Rear Admiral. This promotion was not made effective because it was decided to merge the Bureau of Engineering with the Bureau of Construction and Repair into a single Bureau - the Bureau of Ships. During 1938-40 he commanded the USS CLARK, Flagship of Destroyer Squadron Three, Battle Force, where he won numerous awards. In 1940, he was ordered to the Naval War College, Newport, Rhode Island as a student officer. Upon completing the senior course there in 1941, he became Head of the Department of Strategy at the college, continuing in that post until 1943.

In 1943 he assumed command of the heavy cruiser MINNEAPOLIS, which had been damaged in action in the Pacific and was undergoing repairs at Mare Island, California. Under Admiral Bates' command the MINNEAPOLIS returned to the Pacific Theater of Operations in July and participated in the bombardment of enemy-held Wake Island in October and in the invasion of the Gilbert Islands the following month. Remaining in the Pacific until April, 1944, he took part in many other actions, including the assault and capture of Kwajalein in the Marshall Islands; the bombardment of Tarao, also in the Marshall Group; the assault on Truk in the East Caroline Islands, on Saipan and Tinian in the Marianas Islands, and on Yap, Woleai, and Palau, also in the Caroline Islands. For these services he was awarded the Legion of Merit. Relieved of command of the MINNEAPOLIS in May of the latter year, Admiral Bates reported for duty to the Commander in Chief, Pacific Fleet for a three-month assignment to revise the principal fleet tactical publication (USF10B). In September, he was loaned to Commander Cruiser Division Four to serve as Chief of Staff of the Bombardment, Fire Support and Associated Groups of the Third Fleet for the capture of Peleliu and of the Seventh Fleet in the recapture of the Philippine Islands. In October he participated in action against major units of the Japanese fleet during the Battle of Surigao Strait, a night battle in which the Japanese battleships FUSO and YAMASHIRO were sunk. Admiral Bates' skill in preparing all plans and in keeping the officer in tactical command informed of the current tactical situation during operations was credited with contributing directly to the success of the battle, which was part of the decisive Battle for Leyte Gulf. He was

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recommended by dispatch for "immediate promotion to Rear Admiral for demonstrated superiority in action against the enemy," and was awarded the Navy Cross. In December he was assigned as Chief of Staff and Aide to Commander Battleship Squadron One, and as such he took part in the capture of Lingayen Gulf and the landing on Luzon in the Philippine Islands in January, 1945. For the latter operations, he made strategic and tactical estimates of the constantly changing situation and rendered important assistance in guiding the planning and execution of plans for operations in the areas. As a result of this, he was recommended for the Distinguished Service Medal but, because he was not a Flag Officer, was finally awarded a second Legion of Merit. In addition, he was ordered to report to Commander in Chief, Pacific Fleet, ^(Fleet Admiral Chester W. Nimitz) at Guam with his Admiral (Commander Battleship Squadron Two), where he was personally commended by the Commander in Chief for his outstanding performance of duty. He and his Admiral were then sent to Washington, D. C. in the CinC's personal plane for the partial purpose of getting him promoted to Rear Admiral. In Washington, he appeared before certain Boards and ad hoc committees and was highly commended everywhere. From March to May of 1945, he participated in the operations for the capture of Okinawa, as a result of which he received a third Legion of Merit. In May, he was promoted to Commodore and assumed command of Motor Torpedo Boat Squadrons, Pacific Fleet. He remained in that command until the dissolution of the command in about December, 1945, at which time he became Chief of Staff to Commander, Philippine Sea Frontier. After some months in

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the latter post, he returned, in 1946, to the United States where he served on the staff of the Naval War College, Newport, Rhode Island, as Head of Research and Analysis, until his retirement for physical disability in May 1949. He returned to active duty at the Naval War College in July of the same year, and served as Head of the World War II Battle Evaluation Group. Here he prepared critical analyses of certain major Pacific Theater naval battles of the Second World War (Coral Sea, Midway, Savo Island, Leyte Gulf). In 1956 he became the Grand Marshal of the Minneapolis Aquaduct ^{yearly}ennial held in Minneapolis, Minnesota. He retired from the Navy in 1958 but maintained close connections with the Naval War College and lectured there during each academic year. As a result of his research studies, Long Island University conferred upon him an honorary Doctor of degree Letters in 1958.

He is a member of the Army-Navy Club of Manila in the Philippine Islands; the New York Yacht Club of New York City; the Bohemian Club of San Francisco, California; the University Club of Washington, D. C.; and the Ida Lewis Yacht Club, Newport Reading Room, and the Clambake Club of Newport, Rhode Island, and is a long time President of the Clambake Club. He is presently the President of the Naval War College Foundation, Inc. based in Newport. His religious affiliation is with the Episcopal church. Politically he is a Republican. Backgammon and cribbage are favorite recreations, and in earlier years, he enjoyed golf and tennis. Admiral Bates never married.



The National Encyclopedia of American Biography

Richard W. Baker

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Paul Mellon



The National Cyclopaedia of American Biography

Richard W. Bates

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BATES, Richard Waller, naval officer, was born in San Francisco, Calif., Jan. 16, 1892, son of Henry Lesley Alexander and Rebecca Helen (Rixon) Bates. His father, an insurance agent, came to this country from England in 1880 and settled in Billings, Mont., two years later. Richard W. Bates received his early education at public schools in Alameda, Calif., and at the Hitchcock Military Academy, San Rafael, Calif., and was graduated in 1915 at the United States Naval Academy and received an M.S. degree in 1922 at Columbia University. Meanwhile, he was commissioned an ensign in the U.S. Navy in 1915 and was advanced through grades to that of commodore in 1945, the rank he held when he was retired in 1949 for physical disability and promoted to the rank of rear admiral. Later in 1949 he was recalled to active duty with the rank of commodore and continued in that rank until his final retirement in 1958. After his graduation at the Naval Academy in 1915, Admiral Bates served aboard the battleship "Ohio," which was part of the first battleship division to pass through the Panama Canal, and upon his arrival in San Francisco, Calif., he was transferred to the armored cruiser "Maryland," which sailed to Honolulu, Hawaii, to attempt to rescue a sunken submarine F-4. In early 1916 he was assigned to the gunboat "Yorktown" which patrolled the western coast of Mexico and Central America during the early years of the First World War. In 1917 he was transferred to the cruiser "Cincinnati," and in 1918 he became executive officer of the cruiser, which was then operating off the eastern coast of South America, and he remained on that ship until 1919, serving part of the period as a gunnery instructor for the Cuban Navy, attached to the Cuban gunboat "Cuba." Following duty in connection with fitting out the USS "Sproston" at the Union Iron Works, San Francisco, he was assigned as executive officer aboard the ship in July, 1919, remaining in that post about a year. In 1920-21 he took a refresher training course at the U.S. Naval Postgraduate School, Annapolis, Md., after which he studied at Columbia University the electric propulsion of ships. He continued his instruction at the plant in Schenectady, N.Y., of the General Electric Co. and then at the plant in East Pittsburgh, Pa., of the Westinghouse

Electric Co. until later in 1922, when he became electrical officer aboard the new battleship "Maryland," a post he held for three years. In 1925 he joined the staff of the U.S. Naval Postgraduate School as assistant in engineering, continuing in that capacity until 1927, when he became engineer officer aboard the light cruiser "Richmond." The cruiser participated in the Yangtze River operations in 1927-28 and in operations at Manila, P.I., after which it was transferred to the Atlantic Fleet, and Admiral Bates remained aboard until 1930. For the next two years he was variously officer in charge of the Branch Hydrographic Office in Honolulu, commander of the old Naval Station in Honolulu, aide in Honolulu to the commandant of the Fourteenth Naval District, and permanent senior patrol officer, and he was connected with the U.S. Naval Reserve. Returning to sea duty, he had command of the destroyer "Buchanan" in 1932-33, after which he was temporary commanding officer of the oil tanker "Ramapo," which he took to China, after which he became temporary executive officer. He remained in the latter capacity until 1934, and in 1934-35 he had command of the destroyer "Long," in the Pacific Fleet. Ordered to shore duty in the Department of the Navy, Washington, D.C., in 1935, he was attached to the Bureau of Engineering for the next three years, assigned first to the Operations and Maintenance Division and later to the Design and Construction Division and serving simultaneously as war plans officer, security officer, and officer in charge of publications. In the latter capacity he produced the Engineering Bulletin and Engineering Shop Notes and produced and edited many chapters of the Bureau of Engineering Manual. During 1938-40 he commanded the USS "Clark," the flagship of Destroyer Squadron Three, Battle Force, and in 1941, after completing the senior course at the Naval War College, Newport, R.I., he became head of the department of strategy at the college, continuing in that post for two years. In 1943, during the Second World War, he assumed command of the heavy cruiser "Minneapolis," which had been damaged in action in the Pacific and was undergoing repairs. Under Admiral Bates' command it returned to the Pacific Theater of Operations in July of the latter year and

Wall Mellon

participated in the bombardment of enemy-held Wake Island in October and in the invasion of the Gilbert Islands the following month. Remaining in the Pacific until April, 1944, the cruiser took part in many other actions, including the assault and capture of Kwajalein and the bombardment of Tarao, both in the Marshall Islands, and the assault on Truk in the East Caroline Islands, Saipan and Tinian in the Marianas Islands, and Yap, Woleai, and Palau in the Carolines. Relieved of command of the "Minneapolis" in May of the latter year, Admiral Bates reported for duty to the commander in chief of the Pacific Fleet for a three-month assignment to revise the principal fleet tactical publication. In September he was loaned to the commander of Cruiser Division Four to serve as chief of staff of the Bombardment, Fire Support and Associated Groups of the Third Fleet in the operations for the recapture of the Philippine Islands. In October he participated in action against major units of the Japanese fleet during the Battle of Surigao Strait, a night battle in which the Japanese battleships "Fuso" and "Yamashiro" were sunk. Admiral Bates' skill in preparing all plans and in keeping the officer in tactical command informed relative to the current tactical situation during operations was credited with contributing directly to the success of the battle, which was part of the decisive Battle of Leyte Gulf. In December he was assigned as chief of staff and aide to the commander of Battleship Division One, and as such he took part in the capture of Lingayen Gulf and the landing on Luzon in the Philippines in January, 1945. For the latter operations he made strategic and tactical estimates of the constantly changing situation and rendered important assistance in executing the plans for operations in the areas. From March to May of the latter year he participated in the offensive action against the Japanese off Okinawa. In May he assumed command of Motor Torpedo Boat Squadrons, Pacific Fleet, and remained in that command until the dissolution of the command in December, at which time he became chief of staff to the commander of the Philippine Sea Frontier. After six months in the latter post he returned in 1946 to the United States, where he served on the staff of the Naval War College as head of re-

search and analysis until his retirement for physical disability in May, 1949. Returned to active duty at the Naval War College in July of the latter year, he served as head of the World War II Battle Evaluation Group, which was engaged in preparing critical analyses of the major Pacific naval battles of the Second World War, until his retirement from active duty in 1958. After his retirement he lectured at various times at the Naval War College. Admiral Bates was awarded the Navy Cross in 1944 and the Legion of Merit with combat distinguishing device V and two gold stars in 1945. Long Island University conferred an honorary Litt.D. degree upon him in 1958. He is a member of the Army-Navy Club of Manila, the New York Yacht Club of New York City, the Bohemian Club of San Francisco, the University Club of Washington, D.C., and the Clambake and Ida Lewis Yacht clubs and the Reading Room of Newport. In religion he is an Episcopalian. Politically he is a Republican. Backgammon and cribbage are favorite recreations, and in earlier years he enjoyed golf and tennis. Admiral Bates is unmarried.

WILKINS, Roger Carson, insurance executive, was born in Houlton, Maine, June 9, 1906, son of George E. and Amanda (Carson) Wilkins. His first paternal American ancestor was Bray Wilkins, who came to this country from Wales in 1628 and lived in Milton, Mass., before settling in Salem, Mass. From Bray and his wife Anna Gingell, the descent was through Thomas and Hannah Nichols, Isaac and ———, Timothy and Anna Smith, Timothy and Mary Chamberlain, Isaac and Sally Edwards, Isaac and Mary Jane Brown, and George and Ruth Elizabeth Harmon, the grandparents of Roger C. Wilkins. His father was a merchant. The son received his early education at public schools and at Ricker Classical Institute in his native community and was graduated A.B. in 1929 at the University of Maine. Meanwhile, having completed his class work in less than four years, in early 1929 he began a continuing association with The Travelers Insurance Co., Hartford, Conn. Starting in the mortgage loan department (later the real estate investment department), in 1929 he went to